

The following is a history of my involvement in Scientology, with documentation noted.

PRE-SCIENTOLOGY -

I was born October 18, 1946 in Chilliwack, B.C., Canada. I went to school in Chilliwack, and after High School did various jobs, mainly in the logging industry in B.C.

In 1968 I enrolled in University of British Columbia but did not complete the year.

In the summer of 1969 I heard about Scientology from a friend, Roger Bennett, from Chilliwack, who had gone to Toronto and taken a number of courses and had auditing. Roger described the state of "clear" and "OT" and various other Scientology terms. I became interested and read some of the Scientology books Roger had: Problems of Work, New Slant on Life, Dianetics: the Modern Science of Mental Health, Introduction to Scientology Ethics, The Fundamentals of Thought.

I was mainly fascinated by three things at this time as I did not grasp all the data and processes detailed in the books: 1) the promises of increased abilities, competence, intelligence, and bettered behaviour for myself and others; 2) the essentialness of Scientology in saving the planet from imminent destruction; 3) the credentials, illustrious history, and apparently documented successes and miracles of Scientology's Founder, L. Ron Hubbard.

I recall particularly reading about Hubbard being twice pronounced dead, yet coming back to life; being crippled and blinded in World War II and healing himself totally with Dianetics and Scientology; of his being an Atomic Physicist, and applying his scientific knowledge to the fields of the mind and spirit.

VANCOUVER, B.C.

In September 1969 I moved to Vancouver, got a job in a food packaging plant and with my Brother, Tony, started the Communications Course at a Franchise, Scientology Little Mountain. (Franchises are now called "missions"). After the Comm Course we began the Dianetic Auditor's Course, training to become auditors.

In early 1970 I quite my job and went to work at the Franchise. I worked there several months, making around \$50.00 per week. I ran the comm course, gave introductory lectures, sold books, wrote, printed and mailed promo, handled bank accounts, etc.

Also in early 1970 I paid for and got Scientology Grades auditing. I did not get the advertised results (ability to communicate to anyone about anything; release from problems; gaining abilities to do new things, etc.) but I learned that this was my fault. I hoped that this would change as I attained higher levels - Clear, and so forth.

In the summer of 1970 I learned about the Sea Organization, attended a few lectures by SO staff on missions to Vancouver, and received some recruitment promo from the SO. SO members talked about the wonderful opportunity to work with Ron, and of the great times on the ships and in SO orgs.

I was captivated by statements like the SO was "putting in ethics on the planet", was "assisting Ron to clear the planet", was "creating a sane civilization", was "the last chance mankind has", etc. I determined to join. I became convinced the SO was the place in which I could help the most, where I could best contribute to "saving the planet".

In early February 1971, I sold everything I owned of value and flew to Los Angeles to join the Sea Org.

BOLIVAR -

I arrived in LA and went to a Sea Org building called US Liaison Office (USLO) where I signed a Sea Org contract (attachment A) on Feb 7, 1971 for a billion years. The following days I was taken to a Sea Org vessel moored in Long Beach, the "Bolivar", where I stayed about six days.

On board the Bolivar I studied Scientology policy and SO Policy, called Flag Orders, the majority of which were written by LRH. I had a few menial jobs cleaning or working in the galley.

After a few days two missionaries arrived from Flag (Yacht "Apollo") and chose a number of us, me included for Flag crew. With three other people I received a quick briefing by a transport person and were given some Flag Orders to read which covered "security" and the Apollo's "shore story" about Operation and Transport Corporation Ltd., which operated the yacht.

We were then given plane tickets from LA to Madrid Spain and briefed on who to contact in Madrid and more specifics on keeping in security, eg. not using the word "Scientology", "Hubbard", etc.

This was a new experience; the beginning of a life of intrigue, evasion and deceit which would go on for almost eleven years. From the outset I was led to believe that the "security", the lies and covers and "shore stories" were to protect Scientology and LRH from press and psychiatric, medical and governmental groups which sought to destroy him and his organization.

An image and line was kept continually before me and others. Scientology, the Sea Org and LRH were the only chance mankind had and the only thing preventing powerful evil enemies from enslaving the beings on the planet. There were the international bankers, the Rockefellers, the Rothschilds, the World Federation of Mental Health, the American Medical Society, Interpol. The list grew as time went on. This image and scenario served and was used directly to keep me "in ethics", or in line, and it justified bizarre and criminal behaviour by myself and others.

We were met in Madrid by a Sea Org member, Mike Douglas, who operated a relay office transshipping mail to and from the Apollo and forwarding telexes back and forth. We were then sent from Madrid by train to Algeciras, took a ferry from Algeciras to Tangiers and joined the Apollo in Tangiers.

APOLLO 1971 - 1975

Upon arrival on board I was taken to an office referred to as the Data Bureau where I was "debriefed". This took the form of answering a questionnaire about my observations concerning persons, conditions or situations in organizations I had been in, in my case Scientology Little Mountain and the "Bolivar".

This was a bit of a shock; it was the first time I had had to report on someone else. I soon learned it was best to report however; reports protected oneself and got the other guy. For a long time I thought that policy would be followed which instructed that the person being reported on would get a copy of the report, but this was not the case. LRH himself was the most notorious person I knew for writing secret reports on staff members and others, me included.

My first jobs on board were in the galley area, first as a dishwasher, then storesman. I fell into ship life routine, working during the day and at night studying the basic Scientology and Sea Org policies. The conditions were not bad; I didn't complain. I accepted inconveniences and discomforts because they were small sacrifices to be made in helping LRH to "clear the planet".

Pay was then around \$10.00 per week. We were paid in Dirhams when in Morocco, Escudos in Portugal, and Pesetas in Spain. Pay went up to \$17.20 when we all left the ship in 1975 and then to \$22.00 per week in 1979. Many weeks I went unpaid due to a "lower condition", infraction of some sort, or the whole ship or department of the crew being lowered in condition.

The pay was very inadequate and resulted in a general degraded condition among the crew. For myself, I could barely get by on \$10.00 per week covering toiletries - soap, toothpaste, shampoo, razors, etc - postage, haircuts, and other essentials. Clothing was not supplied for the most part, and mine soon gave out. I could not afford even the local clothing on crew pay.

I believe the degradation and poor wages were part of Hubbard's plan as they kept the crew immobile and dependent. To obtain any clothing from the organization was a tedious, frustrating affair of submitting purchase orders with researched back-up data, getting these disapproved, re-submitting, more disapprovals and so on. The fact is, much of the crew looked ragged and degraded.

Also having no money made a leave home virtually impossible for many of the crew. My family was not rich and could not afford my plane fare from Europe to Vancouver Canada. (Of course they couldn't know that I was in Europe anyway). When I joined the Sea Org in Los Angeles, a day bus ride from my family, I had no idea that I would be almost instantly taken a third of the way around the world and would not have the means to see my family again for practically five years.

In view of the millions of dollars the organization had salted away, I am convinced that there really was not a valid reason crew were not paid better and were not able to see their families. At least part of the motivation behind making travel so difficult was a desire to keep the crew subjugated and prevent outside contact which might free them from the universe of lies Hubbard was building around them.

The first day off I had after my arrival was around August 1971. The next after that was Christmas that year. Sometime in 1972 the crew began getting a day off every two weeks, but even then I did not often take it due to pressing job demands or a "dedication" to the work.

Shortly after my arrival on board, I was briefed by the Port Captain (the title given the head of public relations for the ship) on security, and was further drilled on the "shore story". This drilling was basically how to avoid giving any indication when talking to people ashore that the ship had anything to do with Scientology, Hubbard, etc. If someone asked about Scientology for example, an "appropriate" answer could be, "I'm sorry, I don't know much about science", or "Scientology, what's that?". No one could go ashore, once on board, before he had been thoroughly checked out on his ability to "no-answer" such questions.

It was continually reiterated during my time on board that there were enemy agents around who wanted to prove the "Apollo" was a Scientology ship. These agents had made trouble for the ship, and had even got her kicked out of several ports and countries. Everyone on board had to be fully briefed and drilled so as to not break security by deviating from their shore story. The future of Scientology depended on it.

This was a totally false picture. Among those that Hubbard considered and wrote about as enemies - US and British intelligence agencies - it would have been absolutely no problem to determine we were all Scientologists and the "Apollo" was a Scientology operation. One probable fact is that these agencies couldn't care less. And another is that it was again one of Hubbard's carefully calculated techniques to keep the crew from having real contact with the outside world.

The crew never saw outside information on Scientology or Hubbard. They were spoonfed what Hubbard wanted them to know, part of which was that there were evil people out to get us.

In addition to briefings on security and fielding questions about Scientology, etc. I was briefed in depth on OTC, Operation and Transport Corporation, the ostensible owner of the ship. OTC was supposed to be a business management corporation, managing other companies around the world and bringing their executives on board for training in management technology. An elaborate story, much of it a lie, was invented to explain some of the obvious facts which disagreed with the OTC story. For example, the reason for the ship was that OTC had found that people became better executives when they had to confront the rigors of sea life than the softness of land-based office buildings. Children - they were sometimes allowed to come on board with their families, or were the children of other OTC executives around the world who wanted their kids to enjoy the life on the ship. And so forth.

I was briefed about the "Apollo" herself. It was stated that she was a "yacht", and for that reason not subject to the same stringent requirements given a commercial passenger ship of the same size or complement. To maintain the yacht status, everyone who came on board had to be crew, so even people who were there as students and had no duties on board, signed on the crew list. It was obvious this was only to get around maritime regulations and save the money it would cost to bring the ship up to commercial safety standards. For me, it was part of the indoctrination process, learning to get around regulations of many kinds. Part of what made this right was the LRH data on how unsafe other ships and navigation systems were.

Also immediately after my arrival I was briefed and checked out on rules concerning correspondence with family and friends back home. All letters were put in a mail basket, let unsealed with the correct change for US postage included or taped onto the envelope. The letters were all read and checked for security violations by the ship's master-at-arms or ethics officer. There were never to be any mention of where the ship was or had been, nor any problems I might be having on board. The LRH policy on this was "good roads and fair weather".

The reason given for these rules was that some upset family member would arrive at the ship, should they find out where she was, and then would have to be handled by someone on board, at considerable loss of production, should they arrive at the ship. Additionally Scientologists everywhere would be arriving just to see Hubbard, also causing him considerable time loss. After all, we had a planet to save.

This in itself is no reason for this rule, but I don't believe it was the actual reason. Again I see it as part of Hubbard's plan to keep those who served him from having any meaningful contact with relatives or people outside the closed ship environment. There are a couple of proofs of this: a great percentage of people who did go home on leave did not return; and when Gilman Hot Springs became known as Hubbard's secret location there were almost no family members or Scientologists who arrived there to see their family member or Hubbard.

Around the beginning of March 1971 I was transferred to the Deck Project Force where I learned the basics of the deck department, spending most of my time scraping and painting the hull. Shortly after this I was assigned to the post of Boats and Transport In-Charge, responsible for the 8 lifeboats, 2 sea sleds, and 3 mopeds which were used for transport to town by crew who had business ashore.

The lifeboats were a grave concern to me as they were totally unseaworthy. We had around four hundred people on board at that time and the lifeboats were very inadequate for this number. Several had serious leaks and other damage or faulty equipment such as pumps, oar locks, etc. which made them inoperational.

I worked on the lifeboats and other vessels and mopeds rather ineffectually for about three weeks, since I was totally untrained in their operation or maintenance, and funds were not available for their full repair. This came to be a common form of Sea Org frustration for me; assigned as the person in charge of an area or department, then not given the wherewithal to do the job, nor the authority to get it done. It added up to further degradation. It wasn't long after my assignment to the Boats area that I was given a Court of Ethics (SO disciplinary action) for having the boats in a bad state of repair. The fact was they had been that way for years and nobody had handled them before I came along.

Then in April 1971, the ship was back in Tangiers from a cruise up and down the Morocco coast, and we unloaded from the ship LRH's cars which had been on board for some time - Pontiac, Ford Station Wagon, Morris Mini and Land Rover. There was another car as well, a Fiat 500 cc, which was registered in his name, but which he sold at some point to OTC. This was to be used by the ship for transport ashore. Hubbard assigned me as the Fiat driver. We moved Hubbard's other vehicles to a property that had been purchased on the outskirts of Tangiers.

From April 1971 to January 1972 I remained as the Ship's Driver, providing transportation to whoever had business ashore, such as the purchaser, Port Captain, Ship's Representative (responsible for dealings with immigration, customs, police, etc), Medical Officer, LRH's personal purchaser and cook, External Communications personnel (who went ashore to send telexes and freight, pick-up or send off people at the airport, etc), occasionally the Ship's Captain who visited Port authorities, etc.

I became very proficient at smuggling, at conning gate guards with a smile and a few words of the local language. I used my personableness to move materials, which ought to have been declared, through port customs without examination. There was even a technology developed for this which I drilled and became very skilled in. For example I was trained to make a big production of opening packages, being willing to open everything so that Customs officials became bored with the whole thing and passed packages without opening them.

I worked extremely long hours during this period, averaging around four hours sleep a day. It was very difficult to get sufficient money to operate the car and provide the necessary transportation, so I used my own pay to keep operating. I considered that it was a necessary sacrifice in order to do all I could to assist LRH in clearing the planet. I was in fact during all my 50 years, a model staff member.

In the summer of 1971 while I was the Ship's Driver a crew member, a girl named Susan Meister, was killed or committed suicide on board. I was not involved in handling the matter other than providing transportation to the Port Captain's office personnel involved. I mention this incident because it's an example of the way values were warped in the Apollo environment.

There was no comment made by Hubbard about Susan's death that I recall, yet he was in command of the ship at the time and such would have been appropriate. The feeling and story that went around the ship at the time was how bad Susan was for causing the trouble she did. She had done the unthinkable; she had "created a shore flap", a crime on 50 vessels. The trouble she created was more important than her loss of life. No explanation was ever given to those of us who were Susan's friends that I recall. She was simply an SP (suppressive person - one of Hubbard's created categories for evil beings).

During the whole time I was on board there was no indication that we were part of a religion, nor that Scientology itself was a religion. I hardly even knew it claimed to be a religion before we arrived in Clearwater in 1975. On board the perfunctory "religious" activities which were "standard" in land based churches of Scientology did not occur. There were no "Sunday services", no crosses, no religious symbols of any kind. Part of the "OTC Story" was that we managed churches; but there was no mention or indication that we were otherwise connected to them. The "Minister's Course" was not a usual course on board. The idea that we were even "secretly" a religion was not present on board.

Also during the whole time I was on board I never heard that LRH had "resigned as Director of Scientology in 1966", a line which is a common statement in his defense. It was obvious to me that he was totally in charge, his rule absolute. He could order anyone to do anything and the order would be unquestioningly carried out. His rank and post were "Commodore". He was the top officer of the Sea Org. No one questioned his orders. There was no board of directors of either Scientology or OTC to whom he presented his policies or orders for approval. There was never a mention that he was employed by Scientology as a "consultant".

This is an example also of the different levels of understanding about what was really going on, which served with me at least to keep going both my allegiance and my neurosis. To a field Scientologist LRH was obviously in control; policy and bulletins originated from him, messages came from him; the field Scientologist had never heard of the 1966 resignation. A little closer in was the Guardian's Office in local orgs - there they spent a great deal of their time defending LRH, denying specifically the claim that he ran Scientology. These people had "documentation" to "prove", and were themselves convinced, that Hubbard had resigned in 1966 and was only devoting his time to his private interests and research. And they stated so publicly.

Then closer to Hubbard there were those who knew this to be untrue, and who knew that Hubbard really did run things because they themselves received Hubbard's orders. They were part of the cover-up. It was their job, and it must have been exciting. I also found the cover-ups and deceit exciting, albeit nerve-wracking. Mary Sue Hubbard fit in this category.

Then to many of us very close to Hubbard physically, the scene shifted again. I knew nothing of the 1966 resignation. I only knew he was absolutely in charge, omnipotent. If my fellow crew members knew about the 1966 resignation, and knew it to be a sham, it was never uttered.

Data were passed out selectively, different strata of the organization getting different parts of the picture or a different "shore story". The process continues to this day. The effect in me, after eleven years of knowing that most of what I heard from Hubbard and other seniors was false, and knowing that as honest as I was as a person I was willing to lie about anything, is that I lost the ability to trust anyone.

I had at least three existences on board and in Scientology units set up after the ship, all of them false, but all of them essential. Keeping them straight and separate was vital to the security of LRH and the ship. On board I was a Scientologist and SO member, and a very junior grade of these, subject to the rules of these groups, and still naive enough to follow them to the letter. Off the ship where I did a lot of my job I was a staff member of OTC, a highly successful business management corporation. I had to pretend to be well paid, with all the amenities of life on a luxury yacht. To my family I was "having a wonderful time on a Scientology yacht, learning seamanship, and very happy."

In January 1972 I was assigned to the position of Assistant Ship's Representative in the Port Captain's Office. I did well, and in February 1972 when the Ship's Rep, Geary Titus, was removed from post I was elevated to Ship's Rep, a position I would hold until mid 1974.

The following numbered paragraphs describe roughly some of my duties as Ship's Rep.

1. Clearing the ship in and out of port. I prepared the necessary documents for the port officials, such as the crew list, bonded stores list, declarable items list, motor vehicles list, etc. I met and entertained the port officials when the ship arrived in port and got the documents accepted, signed, or whatever and ship cleared into port. When the ship sailed from port the process was reversed.

2. Clearing passports. If a person left the ship on mission or to go home his passport had to be stamped by port immigration into the country. When arriving at the ship his passport, which had been stamped as entering the country when he had arrived at the airport, had to be stamped as leaving the country when he went on board. I also kept all the passports of all people on board locked up. These were collected from a person arriving as soon as he came on board and were only issued if the person had completed a lengthy routing form when leaving the ship which included sec-checks and "ethics approval".

3. Clearing baggage or goods on and off the ship. The procedure varied port to port and according to what was being cleared. Sometimes documentation had to be prepared; often it was just opening the package or bag for the Customs guard on board. Generally a guard stayed on board while the ship was in port and I was responsible for his needs.

4. Dealing with the ship's agent in port.

5. Making arrangements with shore suppliers for various services - water, telex machine use, fuel, garbage removal, etc.

6. Handling the documentation which kept us "legal" as a "yacht" - crew list, seaman's books, vaccination books, SOLAS (Convention for Safety of Life at Sea) certificate, etc.

7. Arranging for pilot, tug boats, berth in port, etc.

8. Writing contracts for jobs to be done by shore companies or craftsmen, eg. construction on board, dry-docking, refit of the vessel, etc.

9. Renewal of passports and obtaining visas for crew members travelling to countries where they were needed.

10. Business with the Panamanian authorities and our agents in Panama. The ship was of Panamanian registry so normal ship consular services were handled by any Panamanian consul, and there were certain things which required direct contact with Panama.

11. Notarizations or legalizations. These were done with local notaries or consular officials.

12. Assisting with Port Captain's office PR functions, such as visits to port officials, arranging gifts, entertaining on board or holding parties.

I was very good at the Ship's Rep job, and much of what I did was valid and worthwhile. Some of my actions and what was expected of me, however, were part of the over-all scene of deceit and schizophrenia.

I learned early about whiskey and cigarette PR. In the Port Captain's office we kept cases of bonded whiskey and cigarettes which we used to "grease the lines" in port. Port guards were given a bottle or a carton if something was allowed on or off the ship without having to go through the customary clearance procedures. Given enough American cigarettes or English Scotch any port guard looked the other way.

Whiskey and cigarettes were given out liberally to immigration, police, customs, pilots, tug boat people, agents, chandlers, etc. It was all illegal, but "acceptable" public relations. It was tantamount to bribery.

A number of times people "blew" from the ship - left without permission and without going through the required lengthy routing off procedure. Their passports were locked up, so they would go to the nearest consulate or embassy of their country and apply for a passport for travel. There were a couple of times in Lisbon, Portugal, where I personally staked out the US and British Embassy to catch the person who had blown before he got to the Embassy and got a passport. Once I was successful, and brought the person back to the ship for "handling".

If a person made it to the Embassy or Consulate, and if as a result of his being questioned about the loss of his passport, the fact that he had been on board the "Apollo" was mentioned, and word got back to the ship, someone in the Port Captain's office would soon contact the Embassy or Consulate to discredit the person who had left the ship.

Usually such a person would claim that his passport was locked up, and that he couldn't get it and wasn't allowed to leave the ship (which was true). A Port Captain's Office person would deliver the passport to the Embassy and claim that the person was lying. I was personally involved in one such operation against a blown crew member, John Batson, who went to the American Consular official on Madeira.

The basis for this kind of operation was Hubbard's policies the "Dead Agent" technique. This was an essential part of the training in the Port Captain's office. The theory was that you showed an agent or someone attacking you to have lied on some point and the enemy he has lied about you to kills him, hence dead agent. Through many years in the SO I became personally proficient at discrediting anyone who caused the organization problems, and I became hardened to the fact. That was the way it worked. In truth it has been Hubbard's modus operandi for many years.'

One of the things which caused me the most anxiety on the ship's rep post was keeping the ship at a berth while in port. For some reason Hubbard evaluated how well the Port Captain's office or I was doing by the ship's not having to move while in port. If we had to go to anchor or move the ship at all because another vessel needed the berth I had failed at my job.

The fact was that the port authorities operated on a strict commercial basis. Their job was to make money for the port and country. The "Apollo", being a yacht, did not pay anywhere near the port fees a passenger or cargo vessel did. Additionally a passenger or cargo ship had to be along side a dock in order to operate at all. You couldn't load or unload cargo or passengers at anchor. So when the port was full, usually the "Apollo", being a lower priority commercially, would be moved, either to anchor or to another berth. Since we often stayed several weeks at a time in a port, we sometimes had to move a number of times. In contrast to a passenger or cargo ship, there was most of the time absolutely no reason why we had to have a berth. I can only conclude that it was another of Hubbard's insanity-makers.

Any move would upset Hubbard and he would come down hard on the Port Captain's office, sometimes with ethics conditions, sometimes just with message runs to us or derogatory comments. He also invented stories that I was to tell to the port authorities as to why it was essential for the ship to have a berth. These were false attempts to make the ship's value to the port greater than it actually was. One of his ideas was to tell how much the four hundred odd crew would not be spending in the port if the ship was at anchor. I was to continually bring the ship's monetary value to the port and country to the officials' attention. It was a lie, since the crew spent very little in port, got paid far less than I could ever admit to (part of the shore story drill was to give a false impression about how much the crew got paid), and rarely, if ever, got off the ship to town anyway.

The Port Captain, the Captain or myself would also invent stories designed to ingratiate us to the port authorities, or cause them to treat us as a higher priority vessel than we were. These stories came from Hubbard's concept of "acceptable truth" or "shore story", euphemisms for lies.

One of the main reasons I had gotten into Scientology and had joined the Sea Org was that I had been led to believe that these organizations were honest and decent. I wanted myself to become more honest, upfront and decent. I was soon lying and deceiving people more than before Scientology. Any dishonesty was permissible when you were carrying out L. Ron Hubbard's wishes, or when you were saving a planet.

Another aspect of ship moving which caused me a great deal of worry and upset needlessly was when word was received from the port authority only on an hour or so notice that the ship had to move, and Hubbard was in an auditing session or asleep. There was an inviolable rule on board that no noise could be made when he was in session or asleep. No one could go by on the deck above. Areas of the ship were roped off and guarded by his messengers. The reason given was that he was so aware that even the slightest noise bothered him. The rest of the reason was that the whole future of the human race depended on his undisturbed auditing of himself and his undisturbed sleep.

So when the port authority ordered the ship be moved and Hubbard was asleep or in session, I went through all sorts of contortions to delay the move and prevent any noise from disturbing him. Even if we were to warp along the dock with the ship's line a few yards, if Hubbard was in session or asleep, I would tell the port authorities that we were in the middle of an important tape recording session, recording business management lectures, and these couldn't be interrupted. The move would have to be delayed until the recording session was over.. In fact, whenever Hubbard was in an auditing session signs were put up around the ship which read "Quiet. Tape Recording Session in Progress". There were no such recording sessions.

If a tug came alongside to move us from the dock, I would wave the crew away from the ship and instruct them to be silent, that a tape recording was being made. Our engine room would not start the engines if LRH was in session or asleep. If I pilot came on board to take the ship out to anchor or another berth, I would delay him with drinks until the "recrding session" was complete - ie. Hubbard had gotten up or had ended his auditing. I mention all this because it shows the lengths to which I went to make Hubbard comfortable and ensure he was not disturbed. I would rather disrupt the whole port routine, look like a fool myself, and pay extra tug, port and pilot fees, and lie to all these officials.

I met Hubbard personally several times during my years on board the ship though most of the contact was brief. He lived separately, ate separately and generally did not socialize with crew of my rank or position. We would see him at ship events like Christmas or his birthday party. At any event he was the guest of honor and was held in awe by the crew. At any event or briefing that he didn't attend, even when he wasn't on board, a chair was set up for him, with a sign "Commodore", and another for Mary Sue, and these were kept empty.

The longest periods I spent with him on board were when I translated for him when he had his tailor in Portugal on board to fit him for suits he was having made. Even then, when he was half-naked, and an aging overweight man, I was in awe of him.

There was a mystique built up around him, built up by himself and by the organizations he had created for that purpose. It was also dangerous to not hold him in awe. His organization saw to the immediate discipline of anyone he or anyone else thought was disrespectful, or even questioned his data.

The contradictions which were then very apparent in his character, behavior or body were explained away by his own statements, his PR people, or by my own mind, by this time so indoctrinated that it avoided confronting them. His obesity was "because he had been hit in the stomach with shrapnell during the war, and his stomach muscles were all torn up". His angry yelling (which I heard many times on board) was because "he had no stops on his emotions", unlike ordinary humans. Also because he screamed causatively, in total control, not "reactively" like wogs.

Hubbard's chain smoking was "to prove the Surgeon General wrong for concerning himself with cigarettes while he let real drugs run rampant in society". Hubbard could not stand smells or the least bit of dust in his spaces because he was "so aware; so OT". He was sick several times while I was on board; but no Clear was supposed to get sick, especially LRH. But his illnesses were explained away with the reason that he was constantly researching higher and higher levels of awareness, beyond where any person had ever gone, and so was contacting "very heavy incidents" and so forth,

I believed in Hubbard. I believed his stories about himself, and I believed what his PR's said about him. In the bargain I sacrificed my sanity and independence.

The whole time I was on the ship Hubbard had a number of messengers who worked closely with him. For the most part their work was running messages to crew, although as the years went by the messengers' duties and power expanded greatly. When I first came on board Hubbard's messengers were all girls, about eight of them, between the ages of twelve and sixteen. They were nicknamed the "middies", short for Midshipmen, because of their Sea Org rank. After a year or so a couple of young boys joined the messenger unit.

The messengers were and are a key part of Hubbard's operation. Using them to physically run messages he communicated to anyone on board in minutes or seconds, received information and issued orders. The messengers kept a log of every order issued, and part of their job was ensuring the person receiving the order complied with it.

The messengers were supposed to relay his questions and orders exactly, and the answers of the crew member at the other end of the communication line. In fact it never worked that way. It was obvious to me even then that communications back to Hubbard were garbled, and that his wrath was incurred as a result. What was not visible to me at the time was that Hubbard set it up that way.

He could just as easily communicate to any crew member by intercom or dispatch. Instead he set up the system of messengers. These were a buffer between him and any crew member. He rarely had to give the order directly; a messenger did it. He rarely had to hear directly from a crew member. Any communication originated by a crew member was either filtered or turned back by the messengers, or Hubbard's Communicator, who was a man. The messengers on duty had his authority and sometimes did act out of malice like little children, which they were.

As the years went on it became increasingly difficult to get a communication to Hubbard. This was actually one of the factors in my finally leaving the organization. But back on the board the "Apollo" it was difficult enough. Getting a communication through to him to correct a faulty message run, a wrong impression or wrong data given him about oneself was almost impossible, even if Hubbard had ordered some sort of punishment as a result. Either the messengers or his personal communicator would prevent such a communication which attempted to put things straight. It was expected that the wronged crew member could get by with whatever had happened, and any further communication about it to LRH would just be Dev-T (needless traffic).

You didn't make Hubbard wrong for unjust actions he had taken. His out was always that he didn't have all the data. But it was almost impossible to get the "data" to him. The mark of a true SO member was to "make it go right" in spite of what happened. I believed it, and I felt it was a necessary sacrifice to make. In retrospect I see it as another calculated act on Hubbard's part designed to keep the crew around him subjugated. It was also a part of his modus operandi - absolute control without responsibility.

I felt there was a widespread fear on board of message runs. You knew that depending on your answers, depending on Hubbard's mood, and depending on how well you were liked by the messengers, Hubbard could have you removed from post, comm eved, cleaning bilges or thrown in the chain locker or overboard. When a messenger was on a run ears perked up, work stopped, silence fell, until the threat was over for the time being.

I had my first significant message run in mid 1971. It was a shock which I remember very vividly.

I had been ordered by the Port Captain, Peter Warren, who was my senior at the time, to request thirty visas from the American Embassy in Lisbon for non-US crew on board so they could go to the US on missions. Peter had become friends with a minor American consular official on Madeira earlier and felt that this person would smooth the way for us to get the visas. We had had considerable difficulty with US Embassies and consulates before this.

Peter had impressed the consular official, so he said, with the "OTC Story" and some tidbits of our "business management technology". So, using my "OTC story" I went merrily along to the Lisbon Embassy and asked for the thirty visas. The Embassy official I talked to asked a lot of very sensible questions, as he should have. A Panamanian business management corporation, operating from a yacht in Europe, refusing to say who its clients were (so as to protect their confidentiality), and requesting to send thirty as yet unnamed foreigners into the US is not an everyday situation. It ended up with this official stating that he would have to meet each of the visa applicants, and visas would be issued on an individual merit basis. Quite logical.

Hubbard heard of Peter's scheme and my meeting with the Embassy man, and he sent a messenger to question me about it. The messenger, Terri Gillham, later to be my wife, conveyed Hubbard's anger in the tone of her questioning. This is a fairly accurate account of the message run:

TG: The Commodore wants to know if it's true that you tried to get thirty visas from the US Embassy.

GA: Yes.

TG: He says, "You're a fucking asshole".

Terri then left but returned shortly. TG: The Commodore wants to know why you did it.

GA: I was ordered by the Port Captain.

TG: Now you're dumping all the responsibility on Peter. He thinks you should be assigned to the galley.

The threat to bust me to the galley never materialized, but the next day he issued a Flag Order entitled "Embassies" which ordered that Embassies or Consulates in countries which the ship frequented were not to be used for obtaining visas or passport renewals (rough paraphrase). I was also assigned a lower condition, with several hours of amends, for my overt.

Hubbard's new Flag order of Embassies led even more bizarre and illegal activities. After that I had to send anyone needing his passport renewed to some other country, just for the renewal, at considerable expense. And I gave each of them a phony "shore story" to explain why they were in the other country, what they were doing in Europe, etc. The ship was not to be involved.

Also, and more importantly, non-US crew still got chosen to go on missions to the US which required their obtaining visas for which they had to travel to another country. At the time in order to obtain a visa a person had to show proof that he would be leaving the US. What was generally acceptable, and what I provided, was a letter from a company outside the US stating that the person was employed by them and would be returning to his position with them after his trip to the US. I wrote many of these letters, all phony, sometimes signing my own name as a company officer, sometimes using a false name and signature. These were all letters from Operation and Transport Corporation, sometimes using a scientology address in Denmark where mail was relayed to the ship, and sometimes using an agent's address in one of the ports we visited.

In truth I was guaranteeing that the people would return to OTC employ when I had absolutely no knowledge that this would ever occur. Additionally I lied about what they would be doing in the US. I would state that they were going to the US on holidays when in fact they were going on mission to some org.

I briefed each person from 1972 to 1974 who renewed his passport or obtained a visa while they were crew on board. I drilled each person on how to deceive the Consular officials, based on Hubbard's orders and techniques. There are probably still on file dozens of false letters I wrote "to save the planet" in several US Consulates or Embassies - Paris, Barcelona, Madrid, Marseilles, Toronto, Rome, Vancouver, and others.

In Portugal I arranged for two notaries to come on board to record Hubbard's signature, one in Leixoes, one in Lisbon. In Portugal the rule is that a signature can be authenticated (or notarized) by comparison with a signature which had been recorded with a notary earlier. So after Hubbard had had his signature recorded I was able to take documents in to the Notary's office in Leixoes or Lisbon with his signature and get them notarized without his being present.

Several of the documents I handled in this way were not in fact signed by him. They were signed by Joyce Popham, an English woman who was the secretary to LRH's personal communicator, Ken Urquhart. Joyce was very skilled at doing LRH's full signature as she had had to do it many times. She signed some of these documents with LRH's signature right in front of me; others I knew from what she wrote to me were forgeries.

The documents I recall in particular which were signed by Joyce, and "notarized" by me, were some sent to Hubbard by the Guardian Office Legal Bureau in connection with registering some marks in the US - like "Dianetics", "Scientology", "L. Ron Hubbard", etc. Also there were Portuguese documents in connection with registering LRH's various vehicles in Portugal.

It was quite common knowledge among certain groups on board that Joyce Popham signed LRH's signature. Some of us thought we could tell the difference between an authentic LRH signature and a "Joyce Popham special". The fact is, Joyce's forgeries were very very good. At least good enough to fool Portuguese notaries trained to discern forgeries.

I accepted getting forgeries notarized as part of my SO duties as I thought I was helping LRH, and thus all mankind. His time was too valuable for him to sign papers. Only many years later did I deduce that the practice of having others sign his name to all sorts of documents was not only countenanced by him, but was an essential part of his personal plan. "Forgeries" have been an out for him for almost forty years. He could deny anything as a forgery, get out of any situation, so he thought.

In Morocco, Portugal and Spain we were in cholera areas and the international health regulations required that crew on ships in these areas be vaccinated for the disease every six months. It was one of my duties to ensure each crew member had the proper stamps in his vaccination book so the ship was never quarantined in one of these ports. Altogether I arranged for six vaccinations of the entire ship's complement (these are shown in my vac book - attachment B) in Portuguese ports, yet nobody on board was vaccinated.

At the request of the Medical Officer (either Kima Dunleavy or Jim Dincalci at different times) I conned the port medical authorities into giving me the vaccine and needles, with my promise that the medical "doctor" on board would perform the "vaccinations". After all, it was, in the port medical authorities' opinion, in our interest to have the vaccinations done. We had even requested the vaccine. It probably never entered their minds that this could be a con job.

I would take all the vaccination books to the port medical authorities and get from them the vaccine and needles. I would take the vaccine and needles on board where the vaccine would be dumped, and the needles kept by the medical officer. Then I would report back to the port medical authorities that all crew had been vaccinated. These authorities would stamp and sign the vac books making us "legal" in the eyes of all other port medical authorities for the next six months.

I learned from Kima at the time that LRH had approved this plan and was very pleased with my performance. He had of course participated as he, like the rest of the crew and passengers, did not get his required shots.

All this was part of the disregard and disdain LRH had, and what became instilled in all on board, for regulations outside of Scientology. Health regulations were something you got around. Laws of the country or international laws were "suppressive rules" made by suppressives and only applicable to wogs.

Another piece of the con of the port authorities was our "Seaman's Books". (A copy of mine attached C). These documents were "proof" that the person was a legitimate "crew member". Having each person on board be a "crew member" meant the Apollo could pass for a "private yacht", and therefore not be subject to the same safety and inspection regulations, and the same high port fees, as passenger vessels.

The truth is that there were at all times a hundred or more passengers on board. Students from scientology orgs or people who came for auditing on board were all paying passengers. They did not have crew functions on board. Yet we had each of these people sign the crew list and they each had a seaman's book.

The Apollo was registered in Panama; the Panamanian flag was a "flag of convenience". We really had nothing to do with Panama, other than incorporate there as OTC, and register the ship there. Panamanian vessels paid far less taxes and were not subject to the same inspections and regulations as ships of more legitimate registry, e.g. US, UK, Scandanavia.

The seaman's books were issued by a Panamanian Consul, and given the necessary stamps and signatures, just on the basis of a statement from someone on board and payment of a fee. While I was the Ship's Rep we obtained several hundred at one time from the Panamanian Consul in Naples, Italy. I arranged the deal and sent my junior to Naples from Portugal to pick the books up.

Prior to this large purchase of seaman's books we had run out of them and didn't have them for many people on board. LRH found out about this and assigned me and others in the Port Captain's Office lower conditions and several hours of amends. He knew full well that the seaman's books were fraudulent; he could only have been upset because we weren't playing along with the con job.

At the same time as we got the seaman's books from Naples there was a plan being tossed about on board of getting a larger ship. The Apollo was overcrowded, and her cargo of file cabinets of paper made her illegally overweight. So various executives plus LRH were considering buying one of various passenger liners which were on the market. This was all discussed at crew briefings.

In anticipation of this purchase of a liner, and so we wouldn't have to change all the seaman's books later, each book had a figure of 30,000 tons written into it (the Apollo was a bit over 3,000 tons). That is, the book stated, and the Panamanian Consul stamped and signed, that the named crew member was "qualified to perform the duties of (whatever position we wrote in) on ships up to 30,000 gross tons" (a fairly big liner). My book states I'm a "First Officer". We wrote out positions for the several hundred people on board according to what would be expected on a ship with a 400 man complement; so many officers, so many engineers, so many deck hands, etc. But it was all bogus. Maybe 5% were legitimate, and none of those for 30,000 ton ships. I didn't have the faintest clue what a First Officer did, and I certainly could not perform those duties.

But the vast majority of people on board signed their seaman's books then never saw them again, nor understood what they meant. Along with everyone's passports and vaccination cards I kept them locked up at all times.

As the Ship's Rep I also kept locked up all the ship's legal papers and OTC's legal papers. OTC "owned" the ship; it was a Panamanian corporation. From the time I became the Ship's Rep in early 1972 I had known that the directors and stockholders of OTC were L. Ron Hubbard, Mary Sue Hubbard and, as I recall, Leon Steinberg. This was not made known to port authorities as LRH's existence on board was to be kept secret. His name showed up on the crew list I presented to the port authorities, but it was buried among 400 or more names, and he was simply called an "executive" like many others on the crew list.

In 1973 I was asked by the Legal Officer on board, Kima Dunleavy, to assist in a project to get the OTC Board of Directors changed. The Legal Officer post was newly created and performed much broader legal functions than I did, mostly to do with the various Scientology corporations. In this OTC directors change I was also involved as I had developed a very good relationship with the Panamanian Consul in Lisbon, and we would need him to authenticate signatures and record the fact.

I knew, even at the time, that what was being done was false and illegal, yet necessary to "saving the planet". This document which showed the resignation of LRH, MSH and the other member(s) was dated the same day as these members formed OTC (i.e. signed the articles of incorporation), I believe in 1967. The 1973 document also showed the election of a new board, composed of, as I recall, Brian Livingston, Barry Watson, and Joyce Popham, on the same day in 1967.

The Panamanian Consul's authentication of LRH's, MSH's and Steinberg's signatures was needed on the "new" document as it would be sent to Panama for recordation. The consul was concerned about there being almost six years between when the document was supposedly signed and when it was brought to him for authentication of the signatures. Kima and I assuaged his concern with assurances that the document and signatures were valid and that we just had not had the opportunity to get the signatures authenticated before that time. He did authenticate the signatures based on the 1967 signatures on the OTC articles of incorporation, and OTC got in 1973 a new set of directors since 1967.

Later this same consul "authenticated" for me on other documents LRH signatures which were "Joyce Popham specials", i.e. forgeries. These concerned "Cindusta - Consultores Industrias, Lda", an OTC "subsidiary" in Portugal which had been set up as a PR operation earlier in 1972. This company was established before the "new" board was back-elected, so LRH was on the document copies as president of the company. For some reason his signature was needed, I believe during a period when he was away from the ship, and we used Joyce Popham. I talked the consul into authenticating these signatures so we wouldn't run into trouble with the Portugese authorities. Back-dating the new board's election would mean that the Cindusta incorporation in Portugal was based on false documents presented.

I don't know why it was felt necessary to get LRH's and MSH's signatures off the OTC board, nor why the back-dating was done. I recall being told it had something to do with LRH's or Scientology's IRS problems in the US at that time, but I did not understand it at the time, and I don't have any details.

One of my duties as a Port Captain's Office member was to entertain officials or visitors who came on board or to take them on tours of the ship. I would tell these people the "OTC story" which I had become fairly proficient in in the local language. If someone wanted to see the ship, or during special "open house" days, I would take the people on a tour route known to all on board. If the tour was unexpected, I would send someone ahead to announce a "clean ship drill". When "clean ship" was heard, any photo of LRH, anything with his name on it, or anything which showed the words "Scientology" or "Dianetics", etc. would be removed from view along the established tour route. Many people had two sided items on their bulkheads or file cabinets - one side a photo of LRH, the other a nice scenery photo or similar. Some people had cloths or sheets which could be instantly dropped to cover their Scientology materials. Tours were a distraction to most people on board but everyone contributed to the 007 atmosphere and the con of the locals.

In my opinion we did not cover up anything from anyone of reasonable intelligence and a desire to find out what we were up to. What did get created however was the conviction that everyone else was hiding something. If we were hiding our activities, and we were so honest and straight, then for sure everyone else was hiding real crimes. This was actually included in LRH's policies. Years later I would find it in his own handwriting. It was his fear of exposure and his paranoia that the whole crew dramatized. And the fact that we were all "hiding" something, that it was dangerous if others found out what we were really doing, helped to keep the dramatization working.

All my years, every day, on board the Apollo were extremely nerve-wracking. I got very little sleep, and often the little sleep I did get was at my desk, my head on my typewriter. The pressure and continual threat of punishment from LRH and from other seniors seemed to never let up.

From the other side, the continual troubles or threat of trouble in the ports we frequented also seemed to never end. But most of the trouble ashore was made trouble by the bizarre behaviour and orders of LRH and other seniors aboard. I was truly neurotic at best from this continual pressure and silliness. The greatest problems were actually created by our masquerading as something we were not and being dishonest with everyone we contacted, and for reasons which were withheld from me.

The whole time on board, and in fact right up to the time I left the Sea Org, my medical and dental needs were not taken care of. These were promised in various SO issues, but there was generally "not enough money" or not enough time to adequately handle the usual and needed care.

One of the strange contradictions of Scientology, and L. Ron Hubbard, is that in fact people who worked in the organizations were often in very poor health. I was myself. My weight dropped from 140 pounds to 125. I became nervous and jumpy. I looked continually haggard, and was. I developed three patches of pre-cancerous thickened skin, on my back, foot and back of the knee, which continually itch and which, despite many requests, I received no medical attention for. I was put off from getting dental attention because there was "no money", and I lost a tooth needlessly as a result. Other requested dental care was not provided right up through 1981.

Proper medical and dental care simply was not provided. The motivation for this situation was probably very complex, probably made up of various factors, but the bottom line, and at least a major cause was Hubbard's personal greed. He simply didn't want money which he controlled spent on crew medical or dental needs. He was in the position to change this, since he did control all SO monies, but he chose not to.

An ostensible reason for the lack of proper attention given to crew medical and dental needs was the disdain LRH and Scientologists generally held for the medical profession. Doctors were "suppressive"; the A.M.A. a major enemy of Scientology. Medicine was into "body worship", very degraded. One got the idea very clearly that LRH's and Scientology's insistence that "anyone having physical difficulties should have a medical checkup before commencing his auditing" was only to thwart attacks or disprove claims that Scientology was doing physical healing. In fact I never knew this "medical checkup" to be used in the SO and medical attention was only given if the matter was obviously acute and serious.

The contradiction to this theory of contempt for the medical profession being a cause for the inattention given to crew or staff medical or dental needs is Hubbard himself. From what I have observed and learned about the man, I believe him to be a hypochondriac, continually "needing" medical attention or abnormal care, either from professionals or those around him, or administering it himself. On the ship and later I learned that he took daily significant quantities of medical drugs, in addition to vitamins. Many times while I have been in personal contact with him, he has had medical experts treat him directly.

So, in my opinion, if he so readily takes drugs, and seeks and depends on medical attention himself, then it is only his wish to conserve money, or something more diabolical, which would make him not provide adequate medical care for organizations' staffs.

My observations lead me to the conclusion that Hubbard really doesn't think that auditing cures anything. I believe he knows it doesn't. He takes pills, consults medical professionals, has hypochondria. But he wants others to use auditing as a cure, and he doesn't want Scientologists to seek medical attention. And the reason for this is, in my opinion, wealth and domination.

Another important facet of Hubbard's mind control strategy was what is broadly known in Scientology as "ethics". In truth there is nothing very ethical about Scientology or Hubbardian "ethics". Decency and honesty become virtually impossible in the Sea Org "ethical" environment.

A factor in the Sea Org mental and physical enslavement was the huge number of contradictions between Hubbard's philosophical writings, his policy and his actions. Those contradictions, viewed but never resolvable because one dared not question them, were insanity-makers. Scientology, the Sea Org and Hubbard's life are full of them.

E.g. Hubbard's policies, and PR pieces on his management technologies, contain claims about how Scientology trains its staffs so well, that orgs have very little turnover on the various posts, and that the individual staff member had great job security. At the same time he claimed that in wog companies there was an immense turnover and no job security. The fact is, the opposite is the case. The demotions, "busts", failures to train, harsh "ethics" due to errors on post, in the Sea Org were staggering, many times any non-Scientology company or organization I had ever been affiliated with. And the source of the post insecurity, harsh "ethics" and mad post turnover rate is Hubbard himself.

E.g. It was stated "policy" that no one could be removed from post without first having a Committee of Evidence (Scientology justice body) convened. The fact was, Hubbard removed without comm ev hundreds of crew or staff members directly, including myself, while I was in the SO. That "off-policy" operating procedure then became the way all executives dealt with staff, even though according to "policy" it was illegal.

E.g. Hubbard's books, policies, technical bulletins, are full of statements about honesty and integrity. The stated aims of Scientology contain the statement: "A civilization....where....honest beings can have rights.." Yet Hubbard was, and is, extremely dishonest himself. The fact is that he set up a closed environment into which people were lured by his lies, in hopes of becoming honest themselves, and once inside finding it was impossible to be honest and remain. Additionally the dishonesty of each individual within the organization served to keep them there as they became more and more blind to the truth.

E.g. In several of Hubbard's writings on "ethics", he laid out the characteristics of "Suppressive Persons". "Speaks only in very broad generalities", "deals mainly in bad news", "surrounded by cowed or ill associates", "supports activities which destroy in the name of help". The list goes on. The insanity-makers are that Hubbard is obviously every one of these points. Hubbard used generalities more than anyone else I knew. His statements like "psychiatrists want to destroy mankind", "scientists don't have souls", "staff members in orgs are not to be trusted". Implied or stated was all psychiatrists, all scientists, all staff members. Hubbard is the one surrounded by cowed or ill associates. The Sea Org is full of them. Hubbard is the one who sought to destroy individuals' reputations, careers and minds in the name of "total freedom".

E.g. The concept of SP itself was another contradiction, but an essential part of Hubbard's control of Scientology and individuals' minds. On one hand he would write how Man "is prone to witch hunts", or that the real psychotic was in terror thinking that he was surrounded by people who were after him. Yet Hubbard labelled whole strata in society "SP", hundreds of those around him. Even people who had given years of dedicated service to him could not escape the label. In fact what he created was a massive witch hunt. Almost everyone became an "SP" at one time or another. It kept the staffs in terror and kept them hunting the SP's among themselves, and never looking in Hubbard's direction for a real suppressive person.

Ethics conditions were no different from punishment, (although one was led to believe from Hubbard's writings that punishment was only a wog aberration and didn't exist in the sane world of Scientology). The staff member assigned a lower condition, already beaten down physically and mentally, and lacking sleep, now had to put in 10 to 25, sometimes 50 or 100, hours of "amends" working in another area of the organization, in addition to still getting his job done. Even the names of the various ethics conditions was part of the control: "liability", "enemy", "treason". It was mind-boggling to smear a staff member who was putting in 18 or so hours a day on slave's pay with one of those labels. Hubbard passed them out like parking tickets.

Actual physical punishment also occurred. A twelve-year old boy was ordered by Hubbard into the chain locker while I was on board. The chain locker was a small shaft into which the anchor chain dropped when it was raised. I saw other people thrown overboard for minor errors. I know of people being physically manhandled, carried, dragged from place to place on the ship when they resisted an "ethics" order.

There were also a number of times during my years in the Sea Org when individuals or organizations were ordered to eat only rice and beans as an "ethics" handling. I know at least some of these orders came from Hubbard.

There were many times when he ordered the "wages" of the crew, or individuals, to not be paid, as an "ethics" handling. Also the CMO, which operated fairly independently a great deal of the time, made a lot of their money for parties and other frivolities, by billing staff members who erred, who they had to handle, or who LRH "by-passed". Considering what little pay crew in the SO got, these actions were nothing but punishment at best, and very likely intended to keep the people who lost the wages beaten down and immobile.

Justice bodies (Courts of Ethics, Comm Evs, etc) in my opinion, for the most part had their Findings and Recommendations written for them by Hubbard or other seniors who convened the body. Anything ordered by Hubbard was carried out without question in most cases, and there was no hope in querying his orders or requesting a justice body to look into the "justice" of it.

On board the ship I was comm-eved several times and assigned lower conditions a number of times as well. I learned early that the way to survive was to plead guilty to practically every charge I could. In this way the Committee would see that I was "taking responsibility" and the agony of the affair would not be prolonged.

The various charges which were brought against me at various times, or against any staff member, were so open to interpretation that it was almost impossible to not be found guilty. In this way, Hubbard's "justice" policies, and his lists of "crimes" and "high crimes" were used by him and others to "get" people. E.g. "placing Scientology or Scientologists at risk" - a "crime". I can remember this coming down to a "guilty" finding because I had not worked as hard as I could have. It would get stretched on the rationale that every second a staff member didn't work flat out Scientology was at risk of losing the race with planetary destruction. Or another "crime": "permitting a section, unit, department, org, zone or Division to collapse". I recall guilty verdicts because "you're not on your post, you're here before this committee of evidence, so to that degree you've let the department collapse". The charges, offenses and penalties, and interpretation of these by Hubbard and others are, in my opinion, insanity makers.

Scientology "justice" bodies are all very fine as an exercise, but they are unreal. They purposely created neuroses and effectively prevented the organizations from ever becoming ethical. And they prevented anyone on staff from ever looking at the "ethics" of L. Ron Hubbard. "Crimes" and "high crimes" or "suppressive acts" effectively prevented a real view or obtaining accurate information on Hubbard. "Inciting to insubordination", "spreading destructive rumors about senior Scientologists", "engaging in malicious rumor-mongering to destroy the authority or repute of higher officers or the leading names of Scientology or to 'safeguard' a position", were some of the charges which could be leveled against anyone even questioning Hubbard's past or his policies or actions.

There was a "technical" side too in the insanity-maker of Scientology "ethics". This was the concept that the person who was in trouble, who was being "hit" by ethics, had "pulled it in", i.e. that he had in fact committed crimes, even if they weren't the crimes with which he was charged, and now he was getting his "motivators" for those crimes. He was the cause of his own troubles. This may very well be a truth, and operated on it probably raises the responsibility level of individuals. Where it degraded people, however, was that this "fact" didn't apply to Hubbard. In his case the trouble he was in, and he has been in continual trouble for decades, was not due to his own "crimes", dishonesty, rip-offs. In his case Scientologists were taught to believe that his troubles were only caused by SP's out to get him. And anyone who suggested that LRH might have "pulled in" his troubles would be "handled" by "ethics".

In the summer and fall of 1972 a number of crew were moved ashore in Morocco to participate in a scheme to get the E-meter and sec-checking used by the Moroccan government. Somewhate later in the fall LRH, MSH and their personal staff moved ashore in Tangiers to live in a villa outside the city. From his villa LRH would mastermind the sec-checking and PR campaign with which he hoped to gain for himself Scientology "PR area control" in Morocco.

Others from the ship in addition to the sec-check unit also moved ashore in Tangiers to live on a several acre property, refered to as "Tours Reception Center" (TRC) not far from LRH's villa, also on the outskirts of Tangiers. LRH's messengers, plus service personnel, were included in this group. I stayed on board through all this on my Ship's Rep post, but I assisted by getting the sec-checking unit's supplies and personal belongings cleared off the ship into the country. Also I cleared or smuggled the supplies or personal effects of Hubbard's unit or the TRC people through Customs.

Before leaving the ship the sec-checking unit personnel, who were chosen because of their ability to speak French, and audit, were trained in sec-checking, and in asking the sec-check questions in French. I recall some of the questions, and they were very political involving well known figures in the Arab world, such as "Sadat".

I don't know first hand what happened as I sailed with the ship right after the people went ashore. The ship sailed from Tangiers to Lisbon in late 1972. From various people involved in the Morocco operation I learned that it was a dismal failure, and that everyone had to leave the country, because of government displeasure with the project, at the end of 1972.

Most of the people from the Tangiers unit came by ferry to Lisbon, bringing with them LRH's cars and all the personal goods from the sec-check unit and LRH's villa. I met the ferry and made arrangements for the personnel and goods to be cleared to the Apollo.

LRH had arrived a couple of weeks earlier by plane, and had taken a room at a Lisbon hotel as the ship was in refit. A few days later he had left for the US with Jim Dincalci and Paul Preston, crew from the ship. Years later I learned from Jim Dincalci that Hubbard had gone to the US to avoid extradition to France where there was a case being tried in which he was charged with fraud.

As an aside at this time, one of Hubbard's main points of defense in the "French fraud case" has been that he was never at any time in France. I believe this to be a lie, based on a statement by Irene Dirman, currently a Sea Org executive. Irene said that in 1967, when she was Hubbard's personal secretary, she had for some weeks stayed with him in a villa in Marseilles.

We stayed in refit in the shipyard in Lisbon until about April 1973. At the end of refit there was a big comm ev of the people who were most concerned with the refit project. I was included as I had written most of the contracts and acted as translator and liaison on all the jobs. The main point, or "crime", of the comm ev was that it had taken too long and LRH had been denied his home on board and had been forced to live elsewhere. The truth is this was a lie, and Mary Sue, at least, knew it. The refit was used as a reason to cover up the fact LRH was hiding out from the French fraud case. And the result was several people along with me were punished as part of the cover-up.

Hubbard's "justice" practices tended to hurt most the people who attempted to do the most for the organization or do the most good. Anyone assigned to a project or position of considerable responsibility could bet he would in due course be busted off that project or post, or at a minimum receive some punishment of some kind. As a result people tended to avoid responsible positions or to work on whatever post they had to cover themselves, hoping for someone else to be in trouble so attention would be off them, and to not work toward doing anything of value. What was produced was an environment of insecurity, back-biting, and useless activity. Also those who did rise to positions of power tended to be those of little or questionable integrity, e.g. Jane Kember, Henning Heldt.

After the refit it was decided to renovate Hubbard's living quarters on board. An elaborate sound-proofing plan was carried out which included building complete rooms within the ship's room he already had, and insulating these rooms with lead sheets. It was a bizarre construction job, and I think was a signal of more of Hubbard's bizarre behaviour to come. His behavior, in my observation, became progressively more outre from this point onward.

He arrived back on board in late 1973. His arrival had been kept secret from the crew for some reason. I happened to be at the gangway when he came aboard. He appeared angry, and said nothing to those of us on deck, but went straight inside up to the A-deck level. I later learned from Jim Dincalci that he was very upset because he had "discovered" that there was no threat to him from the French fraud case and he had spent almost a year needlessly in the US. He was very angry at the person responsible, Bob Thomas, then Deputy Guardian for the United States.

Sometime after his arrival he ordered the carpeting ripped out of his rooms as he didn't like the smell and dust in them. For some months he had only bare floor boards in his rooms. He became through time more and more fanatical about dust and smells of any kind. His office and rooms were cleaned to impossible "white glove" standards. He accused his cook of poisoning him. The CMO became more and more involved in creating for him an absolutely sterile environment and "handling", which included demoting, screaming at, and otherwise punishing, Hubbard's personal staff, or other crew, who did not pass the CMO's inspections or whom Hubbard complained about.

At the beginning of 1974 Hubbard created the Rehabilitation Project Force, the RPF. His personal communicator, Ken Urquhart, had all the issues establishing and setting policy for the RPF put in his own name, but the orders to him on this came from Hubbard. The RPF was a shock to the crew; it was a new form of punishment which would be held over their heads by Hubbard, the CMO and other ship executives.

The RPF policies claimed quite elevated, enlightened purposes for its existence. The people assigned, it was claimed, were being given the opportunity to "redeem" themselves for their criminal acts, to get their ethics in, to become contributing, high-producing staff members again. A program of work, auditing and study was laid out which on the surface, and if there really were criminals in the program, might have worked. In my opinion, however, the RPF resulted only in the degradation of those assigned and everyone else on board.

On paper, per policy, the RPFers were to get five hours per day of study or auditing. In reality this seldom if ever happened. The RPF was used as a "better" form of slave labor than the rest of the crew. They were continually not allowed their allotted study time. Each was paid only one-fourth of what a crew member was paid. When the RPFer had met certain arbitrary, opinion-based criteria his pay was raised to one-half the crew lowest wage.

RPFers could not communicate to crew unless spoken to, and even then were not allowed to discuss how they were doing, their problems, or anything else of significance to any RPFer. They had to run virtually everywhere, which on the ship was absurd. They had to call any crew member, or anyone senior to them in the RPF "sir", regardless of sex, age, intelligence, longevity, experience, or any other rational reason for using that form of address.

RPFers were not allowed to go into "crew" areas of the ship. Their written communications were monitored going in and out of the RPF. Husband and wife were separated and denied any sexual relations. The RPF slept in filthy, unventilated holds or on deck, some on mattresses, some not. The RPF were required to wear black boiler suits, which by itself was degrading but which, in the heat of the summer in southern Europe or the Caribbean, was inhuman. Their boiler suits wore out, their shoes wore out, and they looked very ragged, far more wretched even than the crew.

I knew all these things very well because the RPF made my job very difficult. I had to explain the strange behavior, clothing, and prison inmate attitude of these people to the local visitors or officials who asked. It was bizarre and a needless embarrassment.

The RPF had a graduated system of penalties with progressively more severe punishment for more "serious" or repeated goofs. The standard penalty was a "lap", a run the length of the ship and back. I have seen some RPFers on the ship assigned dozens of laps and drop from exhaustion. One RPFer, Bill Thomas, was seriously hurt when he refused to do more laps and was dragged around the ship. He told me in 1977 that he had had some ribs broken during that incident. A lap or 10 or more could be assigned for something as trivial as forgetting to call a senior "sir". Other more severe punishment was used as well: locking someone up, working without sleep, assignment to "double-time" (the RPFer had to "complete" the program then spend that long again in the RPF working).

Another fact which made the RPF an insanity-maker was that the program continually changed. This made it almost impossible for anyone to "graduate". Hubbard many times changed the auditing "Tech", thus invalidating what the RPFers had done on their programs. And new, longer requirements would be added because it would be found that people who "graduated" from the RPF still erred or were not perfect as was expected.

Graduation itself was a fraud because if the person ever erred again and Hubbard or anyone else decided to assign him to the RPF his "graduation" was meaningless. In fact, at one point, if a "graduate" was reassigned, the people who allowed him to graduate could be assigned or reassigned to the RPF. Since assignment was totally whimsical, the threat was enormous, so people became reluctant to allow anyone to "graduate".

Anyone who didn't "graduate" but was reprieved, always had the fact of his being "incomplete" on his RPF program held over his head. If someone thought he erred, or just wanted to get him, his "incomplete" program would become part of evidence against him and he could be "reassigned".

Most of the assignments to the ship RPF were by Hubbard, either directly or via a messenger or his personal communicator. Assignments were absolutely nonsensical. At one point Hubbard was upset at the way the Programs Bureau (responsible for writing and getting carried out management programs for institution in outer orgs) was functioning and he ordered that one person per day from the Programs Bureau be assigned to the RPF until the unit began to operate correctly. Every day for a week at least the crew watched as a person each day was ordered away to the RPF. The Programs Bureau was emptied out completely. A bit like terrorist tactics - one hostage a day until demands met.

Another set of people who Hubbard assigned were those he deemed responsible for causing dust or smells in his spaces. His stewards, room cleaner, deck hands and the vents engineer all made their way to the RPF for upsetting him with unhandled smells. Hubbard also assigned to the RPF auditors who he considered had misaudited someone. Also officers or crew or students at any level or department on board.

Hubbard assigned his own son Quentin for auditing errors. When this happened Quentin fled the ship and spent two days wandering around on Madeira where we were at the time. Dozens of people from the ship searched the island for him for the two days before he showed back up again. I was involved in this search for almost 48 hours straight. Later I heard that Quentin had tried to commit suicide by swallowing a quantity of aspirins. He stayed in his room for some days then made his way to the RPF.

Anyone who wanted to leave the Sea Org was assigned to the RPF during this period, and not permitted to leave. I remember many cases like this. I was often involved as I would be the person sent to retrieve anyone who fled the ship. People generally accepted their RPF fate once caught or detained, since escape then became impossible as they would be watched day and night. Also they didn't have their passports and usually not enough money to leave anyway. Occasionally someone would protest and he would be kept locked up out of sight.

At one point a crew member, Joan Moreau, was assigned to the RPF and took her assignment lightly, and was not beaten down by it. Hubbard then created something even worse than the RPF, the RPF's RPF. A person assigned to the RPF's RPF could only be allowed out of this prison when he had totally capitulated and was completely beaten down. Very soon the RPF's RPF became very commonplace on board. A feeling for the RPF's RPF can be obtained from the definition in the book Modern Management Technology Defined (attachment D).

In the original RPF Flag Orders, the mimeo issues creating the RPF, there were four things listed as criteria for RPF assignment. Any one of them was cause for assignment. These were so broad, so open to interpretation, that sufficient reason or "crimes" could be found in almost everyone. The pretexts for RPF assignment were, as I recall, 1. R/Ser; 2. Low OCA/Non-producer; 3. Overt Product Maker; 4. Repeated Stat Crasher. A flick of the E-meter needle, or a short in one of the electrodes or internal meter wiring, could make an R/S, a Rockslam, and a trip to the RPF. The OCA was a personality evaluation test open to arbitrary evaluation, and non-production depended only on Hubbard's, or anyone else's, statement. (As an aside, but interesting in the understanding of Scientology practices and claimed successes, because the OCA (Oxford Capacity Analysis) became used as a psychiatric test to ascertain the subject's need for "ethics handling", i.e. incarceration or other punishment, Scientologists soon learned how to answer the 200 questions so as to prevent a "low OCA". At a minimum this created a completely useless test result, and at a maximum it contributed to the reduction of integrity and eventual enslavement by the organization. And this plan was all Hubbard's). The third cause for RPF assignment, overt products, like non-production, depended only on arbitrary, often ridiculous, opinion. A "stat-crasher" could be someone who happened to be unlucky enough to be somewhere where the stats went down. And generally "stats" meant money.

In a despatch I saw which was written by Hubbard in late 1979 he stated that the RPF was created to give "criminals" on board a chance to correct themselves. Hubbard has liked to throw the word "criminals" around in his writings and especially orders on individuals, and it lost meaning as did the lower ethics conditions like "treason" or "enemy". The fact was, probably not one percent of those people assigned to the RPF by Hubbard, or by anyone else, were criminals. Hubbard made this statement, about the RPF being created to assist criminals, to be used in denials of allegations made by individuals who had in complaints filed in lawsuits that the conditions in the RPF were degraded and that they had been illegally mistreated.

There were at least five motivations for Hubbard's creation of the RPF, and the ends to which it was used: 1. economy or greed; 2. Hubbard's paranoia about being surrounded by SP's; 3. to break the spirit of anyone who might be seen as attempting to get free of Hubbard and the Sea Org; 4. to keep the rest of the staff or crew in line with the continual threat of RPF assignment; and 5. as an apparently "legal" outlet for his cruelty and hate. Back on the ship the RPF was like a new game to him, and he was like a cruel child playing with the pieces - live humans.